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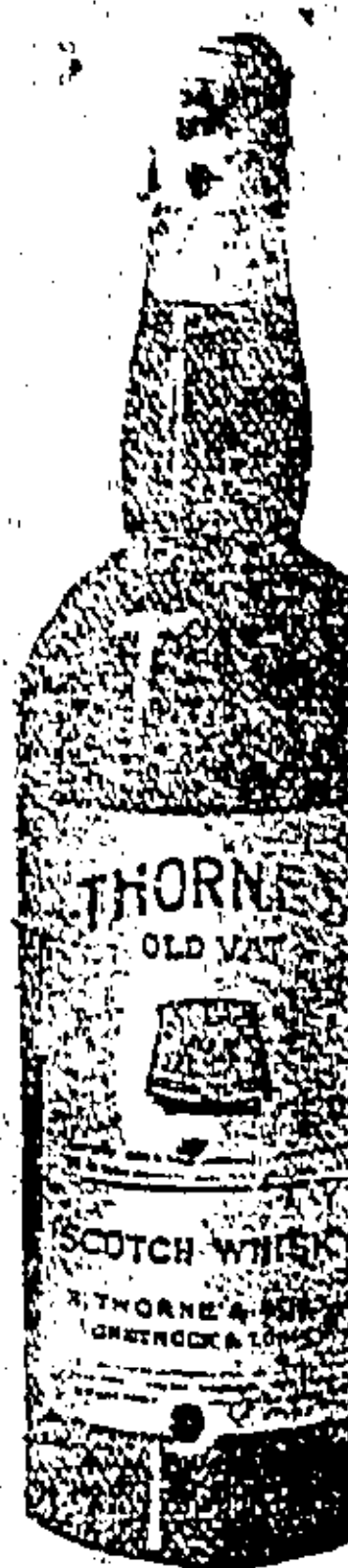
號一廿月六年十一百九千一第

HONGKONG, TUESDAY, JUNE 21, 1910.

日六十月五年二號宣

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Lectures Knox, Esq., Hongkong, Canton, District Manager.  
D. W. Tapp, Esq., Macao and the Philippines, District Secretary.  
Alexandra Building, Hongkong.  
Hongkong, November 18, 1909. 1424

RUBBER NOTES.  
RUBBER BOOM REACHES AUSTRALIA.  
A message from Perth, dated June 1, says the rubber boom commenced on May 31 in Melbourne. In three days 270,000 was subscribed for a Selangor property consisting of 320 acres. The title of the company is the Port Swettenham Rubber Company, and the capital is \$200,000. The situation is one of the most rapid in the history of Victoria.

MAY RUBBER CROPS.  
Rembia Rubber Estates, 871 lbs. Total ten months of 1909, 7,790 lbs.  
Riba Rubber Company, Limited—Approximately 21,507 lbs. of dry rubber for the five months ended May 1, 1909 lbs. for the corresponding period last year.  
Sander's Rubber Estates, 5,205 lbs., May 1909, it was 4,297 lbs. Total for the five months of financial year 22,113 lbs. Ditto 1909, 13,125 lbs.  
Hawwood Tin and Rubber Estate, Ltd., 297 lbs. (estimated).

KEDAR RUBBER COMPANY.  
The prospectus has been published of the Kedah Rubber Company which is under reconstruction. The scheme, set forth is that the Kedah Rubber Plantations will be floated with a capital of \$500,000 in 31 shares, of which 10,000 will be offered for subscription at \$1.50 premium. Fifty cents is payable on application, \$1 three months later, and fifty cents six months after allotment. The directors are the same as in the Kedah Plantations. The last general meeting was held on June 25 at 4 p.m. Messrs. Futz Bros. are the agents.

PAHANG CONSOLIDATED.  
An extraordinary general meeting of the Pahang Consolidated Company, Limited, has been held in London to consider proposals for increasing the capital of the company. Mr. J. E. Chappin, the chairman, in moving the resolutions, the chairman, according to a report in *The Standard*, said that that meeting was the natural sequel to what had been said at the annual meeting in December last. He had then referred to Mr. Frocheville's proposed visit to their property, and had told them that if his report should prove favourable, they had good friends who would aid them with money for such further development of the mine as he might advise. Since then, he said they had had Mr. Frocheville's report, and the result had been, they were strongly of opinion, that his suggestions should be carried out. These involved probably an ultimate expenditure of £750,000. Then, regarding rubber, he had said in December last that some 2,000 trees had come into full bearing, that Japanese coolies would be brought over in connection with the tapping of the trees, and that, in view of the satisfactory growth of the estate, it was proposed, if possible, to increase largely the acreage, and application had already been made to the government. Meanwhile, the outbreak of extraordinary activity in rubber had come upon them, and they would, indeed, be losing their opportunities if they did not take the utmost advantage of the suitable land adjacent to their present plantation, and of that lying alongside their line of railway. As to the adjacent property, the survey of the whole had been completed, and 820 acres were considered ready for their rubber estate manager, and by the surveyor, fully equal to any on the existing estate. The clearing and planting of the additional land would involve considerable capital expenditure, and they had also to think of having sufficient working capital. A hope, they had arrived at a sum of £125,000. That sum would be assured by the passing of the resolutions before the meeting, for it had all been underwritten.

Business Notices.  
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TELEPHONE, K 21.  
Builders of Steamers up to 1000 Tons.  
Tugs, Launches, Barges, Motor Boats.  
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SLIPPING AND REPAIRS AT LOWEST RATES.  
Air Compressor with Hammers and Drills, etc.  
Engines, Boilers, Launches, Pumps,  
Engineers' Fittings and Supplies.

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THE HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.

EXCURSION TO MACAO.  
On SUNDAY, THE 26th JUNE.  
The Company's Steamship "SUI AN," will depart from the COMPANY'S WING LOK STREET WHARF at 9 A.M. and return from Macao at 5 P.M.  
FARES AS USUAL.  
By kind permission of Colonel Prior and Officers the Band of the 13th Rajpoots under Bandmaster Coke will play during the trip.  
N.B.—The Company also runs a steamer from Macao on Sunday morning at 7.30 A.M. and from Hongkong at 1 P.M. from the COMPANY'S WING LOK STREET WHARF. This steamer connects with the returning steamer from Macao. First-class fare by steamer leaving at 1 P.M. and returning with excursion steamer at 5 P.M., \$4. Single Fare also \$4.  
Hongkong, June 15, 1909. J. ARNOLD, Acting Secretary. 12

KELLY & WALSH, LTD.

Novels of the Spring Season at \$1.75—3 for \$5.00.  
Mr. Marx's Secret, by E. P. Oppenheim.  
The Drums of War, by H. St. John.  
History of Mr. Polly, by H. G. Wells.  
The Adventure of an A.D.C., by Sherrill Beal.  
The King's Highway, by H. Merritt Watson.  
The Red Flag, by Georges Ohnet.  
Black Sheep, by Portal Hyatt.  
Under the Thatch, by Allen Raine.  
The Wife of Alcibiades, by Violet Hunt.  
Out of the Night, by Balthus Repollis.  
The Mystery of the Green Heart, by Marion Pemberton.  
The Undesirable Governor, by Max Crawford.  
Petition Government, by Baroness Orczy.  
Canadian Born, by Mrs. E. Ward.

THE FINANCIAL RUBBER SHARE HANDBOOK, details of Companies to April 1910 owning rubber and other produce properties. \$1.75.  
RUBBER PRODUCING COMPANIES with a list of Directors, by G. W. Wilson and Santos, Ltd. \$2.25.

Dr. EITEL'S CHINESE-ENGLISH DICTIONARY  
Revised & Enlarged Edition. Part 1 now ready. Subscription Price \$30.00.  
Japanese Lacquer, by James Orange, with 50 pages of Colotype Illustrations, \$8.00.

Cloth Bound Novels at 50 Cents Each.  
A. Garet's Maker's Romance, by F. Marion Crawford.  
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Ocella de Noal, by L. Falconer.  
Marzio's Crucifix, by F. Marion Crawford.  
Mr. Friend Jim, by W. Norris.  
A Tale of a Lonely Parish, by F. Marion Crawford.  
Raffles, by E. W. Hornung.

ORDER AT ONCE: Special Royal Funeral Numbers of London Illustrated Papers.

SALON CINEMATOGRAPH.

FUNERAL PROCESSION

HIS LATE MAJESTY KING EDWARD VII.

at the THEATRE ROYAL.

ON

Wednesday, Thursday & Friday,

JUNE 22nd, 23rd and 24th, commencing at 8 p.m. sharp.

THE CINEMATOGRAPH PICTURES include the Procession from Buckingham Palace to Westminster Hall and in Windsor and London. Other pictures will also be shown.

PRICES \$2, \$1.50, \$1 and 50 Cents. Hongkong, June 20, 1910. 780

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Hongkong, April 14, 1905. 551

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Hongkong, September 4, 1909. 1124

SAM-TS-Z-KING

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FIRST-CLASS, THE BEST IN EVERY RESPECT. Renowned Cooking. Central for all Theatres, Chief Places of Interest and Fashionable Shopping District. Moderate Terms. O. F. OWEN, Proprietor.

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THE MOST RELIABLE PACKING FOR MARINE ENGINES.  
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With Classified List, Cable Addresses, Telephone Numbers and List of Residents.

A Guide to Firms and Agencies.

Mr. Reginald Hayward is authorized to accept contracts for the above publication. In case of other canvassers being appointed their names will be duly advertised.

Hongkong, June 18, 1910. 716

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UNRIVALLED FOR COMFORT AND CUISINE. THOROUGHLY UP TO DATE WITH EVERY MODERN EXQUISITE MODERATE TERMS AND NO EXTRAS.

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ROURNVILLE COCOA

IS A HIGH-CLASS COCOA WITH A DISTINCTIVE FLAVOUR DEVELOPED BY A SPECIAL PROCESS.

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Hongkong, December 10, 1907.

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Hongkong, May 23, 1910.











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EMPIRE CINEMATOGRAPH  
THEATREPREMIER HALL OF THE COLONY,  
DE VOUX ROAD CENTRAL,  
Opposite Central Market.Performance: 7.15 to 9 and  
9.15 to 11.30 p.m.THE WONDERFUL  
SADIEMISS MYRA JAMES  
and MISS SAW GALE.LAST APPEARANCES THIS WEEK  
OF  
MISS EVA HUGHES and  
MISS WINNIE RYAN.DEBUT OF  
Misses LAURA DIAMOND and  
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PIANOSHAVE NO EQUAL FOR BEAUTY  
OF TONE.

PERFECTION OF TOUCH

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SOLIDITY OF  
CONSTRUCTION.Over 1200  
now in use.

S. MOUTRIE &amp; Co., Ltd.

Hongkong, April 16, 1907.

DEATH.  
At 153, Wanchai Road, at 2.30 a.m.,  
June 21st, WILLIAM LYSAGHT, aged 74  
years.  
The funeral will pass the Monument  
this evening at 6 p.m. Friends are in-  
vited to attend.

## MEMOIRS FOR TO-MORROW.

Auction.

11 a.m.—Auction of Miscellaneous Ar-  
ticles at Messrs Hughes & Hough's  
Sales Rooms.

Meeting.

2.15 p.m.—Meeting of the Licensing  
Board.

## General Memoranda.

THURSDAY, June 23.

4.12 a.m.—Full Moon.

11.30 a.m.—Lecture by His Lordship the  
Bishop in Park Church.2.30 p.m.—Auction of Household Furni-  
ture at Messrs Hughes & Hough's  
Sales Rooms.

FRIDAY, June 24.

Midsummer Day.

SATURDAY, June 25.

Annual Tennis Match, Kowloon Y. C. Hong-  
kong, at Eastwood.Opening of the Christian Yacht Club's  
new premises.

SUNDAY, June 26.

9 a.m.—Excursion to Macao.

## The China Mail.

HONGKONG, TUESDAY, JUNE 21, 1910.

THE VALUE OF HUMAN LIFE  
IN RUSSIA.

Reading some statistics recently published by Professor JANKOFF, a well-known Russian writer, regarding the number of lives which have been sacrificed in Russia during the last few years of the modern edition of "The Terror," one is inevitably forced to the conclusion that life is held very cheaply in the empire of the Czar. In 1905, the year following the close of the war with Japan, 25,000 persons lost their lives by execution, "pogroms," or other violent means; in 1906 the figures had sunk to 10,111; while they rose in 1907 to 12,811, retreating in 1908 to 10,204 and in 1909 to 8,170. Dr. JANKOFF declares he has watched the press carefully to obtain the most accurate data; yet his statistics understate the real facts. "They do not give the complete story of Government tyranny." For the past six years, he tells us, the huge death-roll has resulted from four causes. The first is the "pogroms," i.e., the organized plunder by one part of the population on another. This violence is generally engineered by the Government, or by the police-prompted "Black Hundred" against the Jewish communities. The second cause is the fury of bomb-throwing revolutionaries against officials or capitalists. The third cause of mortality is the severity of the courts in passing sentence of death, and the fourth is the wide-spread despair, ending in suicide. The professor gives the following figures for executions in 1909: "During the year 1,457 people were condemned to death by court-martial. Of these 532 were reprieved, and terms of imprisonment substituted for the death-penalty; 540 were executed. The fate of the rest is not known." Of those who were the victims of revolutionary malignity we read: "The Terror, i.e., attempts on the lives of the representatives of the Government and rich capitalists

is gradually declining, a fact which is shown by the follow-

ing figures of deaths resulting from such methods: "January, 177; February, 190; March, 155; April, 215; May, 190; June, 216; July, 175; August, 153; September, 145; October, 95; November, 102; December, 86."

The character of the Terror has completely altered within recent months. It has quite lost its political aspect, and attacks on wealthy autocrats are now made for purposes of robbery and plunder. The victims are generally important men in the financial world rather than leaders of the Government or its officials. There is no doubt that the success, if it may so be called, of the method of political assassination was responsible for the violence which has followed. Only one-quarter of the victims of the Terror in 1909 had any connection with the Government, and most of these were soldiers, policemen, and guards who had taken part in various pogroms.

The Russian pogrom is a peculiar species of revolutionary demonstration and seems to have been animated, we are told, by class-hatred, racial aversion, and a passion for gain in the way of robbery. Dr. JANKOFF says of the pogroms: "Formerly thousands of people took part in them; now there are never more than a few hundred. The motives behind these events have also changed. They have lost their political, national, and religious aspects; here once again the plundering section of the people have adopted pogroms as a method of robbery and spoliation. Occasionally a family quarrel leads to a small pogrom. The horrible condition of the people, the destitution and unemployment which are so rife, are no doubt the cause of this wide-spread violence."

Suicide, however, is one of the saddest features of the Russian revolution, and the disappointment occasioned by the failure of the popular assembly has aggravated the condition of the popular mind. "Suicides and attempts at suicide are fast increasing in number. Of course our statistics show only a small proportion, but the municipal authorities give additional information. In Moscow, attempts at suicide have risen from 594 in 1908 to 675 in 1909. The increase of suicide is still more evident in St. Petersburg, where the following figures are published: "1904, 427; 1905, 554; 1906, 532; 1907, 756; 1908, 1,442; 1909 (six months only), 1,131. The suicides only decreased in 1906 when the liberation movement was full of optimistic hopes, and before the British loan, which followed the amicable agreement between the English and Russian Governments, had enabled the tyranny to be resumed. Suicides and bloody family tragedies are the most painful features of Russian life at the present time. They are more dangerous than other violent acts, as they reveal internal decay, and remind the students of history of the darkest periods in the story of the world's progress when self-destruction has been common among the people of a nation."

National discontent and unhappiness are evidently pervading the whole of the Russian Empire, and Dr. JANKOFF sorrowfully declares:—"Generally speaking, life in Russia seems to have lost its value, and that proves we are living under abnormal conditions, and passing through a black period of the nation's history. It is a period of reaction. Five years ago the Russian people seemed to be on the verge of a great national revolution with Liberty as the inspiring watchword of the people. When the first Duma was elected, and over 100 representatives of the workers returned to that Assembly, the whole world believed that the dawn of constitutional freedom had at length come to Russia, but scarcely had the rejoicing of triumph begun, when the Russian Autocracy, replenished by British money, recommenced their system of tyranny. And they have succeeded, for the people's forces are spent, their hopes are dashed to the ground, and it does not seem likely that they will rally for many

years, their disappointment is so keen."

We must admit that the picture here drawn does not present many hopeful features, but Russia has vast recuperative powers, and given a succession of good harvests it should speedily effect an exit from many of its present political troubles, when the value of human life will undoubtedly once more assume a normal figure.

## NEWS OF THE DAY.

Invitations have been issued by the Commodore and Mrs. Clark for the opening of the new club house of the Hongkong Corinthian Yacht Club next Saturday afternoon.

The Portuguese Government has introduced into Parliament a Bill providing for the construction of two battleships, six armoured cruisers, eighteen destroyers and six submarines.

Commenting on the unseating of the Hon. Mr. Guest a Home paper says:—"It is interesting to note, in view of the way in which certain Ministers and their friends have not scrupled to bring vague and general charges against the large body of Conservative candidates, that there have been two petitions since the general election, and both have resulted in the unseating of Liberal members."

The danger of carrying money in lonely places to pay coolies with has just been again exemplified by a tragic incident in Tonkin. A European named Darnich, accompanied by seven coolies, was on the way to pay labourers, when five of his men suddenly set upon him with knives. After murdering the poor fellow, they rifled the money chest and made off with the cash, about \$1,000. None of them had been arrested at the date of last advice.

A telegram to the N. O. Daily News says that France has suggested that the Powers protecting Crete should confer in London. In spite of authoritative statements issued in London the German and Austrian Press continue to represent Great Britain as championing Cretan aspirations against Turkey, which action they attribute to the relationship of the British and Hellenic dynasties and the British hope of securing Suda Bay. These papers depict Turkey as "seething with anger" against Great Britain.

The 136 victims in the Whitechapel colliery disaster leave 88 widows, and between 200 and 300 children. Some of the heartbroken wives remained at the pit-head for 24 hours, hoping against hope. One woman refused to leave the pit-head. She had lost a husband, her two sons, and her three brothers. A family named McAlister was practically wiped out, father, three sons, three nephews, and a son-in-law sharing the common fate. The pit will probably not be reopened for three months, the danger of further explosions being imminent.

Mr. John Hyde sends a very timely letter to the "British Press" protesting against the application to the Japanese of the epithet "Jap." It is pointed out that a great many Japanese will be in England during the next few months, and they will naturally resent this unpleasant manner of designating them. Britishers would scarcely like to hear themselves called "Brits" in a foreign country, and it may be hoped, therefore, that now attention has been called to the matter, those offending newspapers which make a practice of using the objectionable term will avoid doing so in future.

Messrs. Workman, Clark and Co., Ltd., Belfast, recently launched the St. Albans from their south yard. The new vessel has been built for the Eastern and Australian Steamship Company, Limited, London, and is 361 ft. long, with a gross tonnage of about 4,500. She will trade between Australia and Chinese ports. Accommodation is provided for 63 first-class and for 20 second-class passengers. The cargo space is divided into four holds, one of which has been insulated and prepared for the carriage of frozen meat, for which purpose a plant of refrigerating machinery has been installed. The propelling machinery consists of a set of triple-expansion engines.

Ninety-nine years have just passed since the 7th Middlesex Regiment earned the honoured sobriquet of "The Diehards" by their fierce fighting in the bloody action of Alburnham—the bloodiest battle of modern times for the numbers engaged—and "The Buffs" also distinguished themselves. "Die hard, my men, die hard," cried Colonel Inglis to the 57th as they were surrounded on every side, and "die hard" they did, for 22 officers, including King's and regimental colours were shot into rags. "The Buffs" were cut up terribly, and could only muster 63 men after the battle, which ended in the defeat of the French with a loss of 7,000 killed and wounded, but three-fourths of the British fell, and only 1,500 "unconquerable British soldiers" were left standing to raise the cheer of victory out of 6,000 who had gone into action.

## THE ANNOYING COUGH.

YOUR cough annoys you. Keenly hacking and tearing the delicate membranes if you wait to be annoyed. Put it off until you are so annoyed that you cannot take Chamberlain's Cough Remedy. For sale by chemists and druggists.

## NEWS OF THE DAY.

Another case of plague has been notified in Dos Vieux Road West, the patient being a Chinese.

Owing to the death of His Majesty King Edward VII., the "China Society" dinner, which has been held on May 24, has been postponed till next October.

The pictures of the funeral procession of the late King Edward VII. are to be shown at the Salon Cinematograph Theatre, in Wyndham Street, and not at the Theatre Royal as previously stated.

A few slight showers fell in Hongkong this morning. It is disappointing therefore to hear from Captains of incoming ships of the heavy rainstorms prevailing all along the coast to within a few miles of the Colony.

Mr. Chung sends us a large photograph of the meeting on Saturday when the Institute for S. Amen was opened. Bishop Landor is seen addressing the assembly. Three smaller pictures record the arrival and departure of St. Henry May, and the friends of the Institute itself.

Lord Rosebery declares that there never was a time when the outlook for the future was less favourable. He refers to the grinding taxation, the total disregard of economy in public affairs, and luxury in private life. He hopes that a speedy change to thrift will become the foundation of the national character.

There were four ocean-going boats at Port Swettenham on June 10th, the Palawan, Phoon, Thongwa, and Prometheus. There were also three local boats, viz., the Pernak, Cornelia, and the Min, which is perhaps a record for the port, says the "Malay Mail." The Palawan and the Prometheus took away between them nearly 2,150 cases of rubber.

The entries for this year's International Horse Show at Olympia created a record, the total being almost 8,000. The full number of entries for the officers' jumping events had not been compiled, but it is known that the international representation will include 108 British officers, and teams of three from Russia, Sweden, Norway and Greece.

A shocking murder in a railway train is reported from Sourabaya. Several Indian traders from Bombay were travelling when two of them quarrelled. One of the two drew a knife and stabbed the other to death. The conductor, helped by the other Indians, seized the murderer and handed him over to the police. The deceased was the head of a firm at Sourabaya.

For returning from banishment a native was sentenced to one year's imprisonment and six hours' stocks by Mr. J. R. Wood at the Magistrate's today. A chair coolie was charged with assaulting a lunko and a fine of \$10 was imposed, besides having to pay \$1 compensation for damage done to a uniform. For a similar offence a fine of \$15 was imposed, with 5 months' imprisonment, by Mr. E. R. Hallifax.

There is at present a brisk contraband trade in arms in Tonkin which the disaffected there take every advantage. The centre of rebellion lies in the southern section of the protected State of Annam. The Governor-General of Indo-China deposed the King of Annam and appointed a lad of the royal family as successor. The throne is claimed by an elder member of the family who has taken refuge in China. From there he is intriguing for a rebellion in Tonkin, Annam, and Cochinchina.

The Echo de China draws a dark picture of French commercial enterprise in Java. Slackness and lack of push stand in the way of all progress. At Batavia only are there French firms and they are two in number with branches at Sourabaya and Samrang. Only one of them, so it is alleged, is up to date in business methods. As regards shipping, the French flag takes a low place in the list. The only activity to be noted in this direction is the opening of a line of cargo-boats between Java and Saigon in the interests of the rice trade.

While the crowd were waiting the funeral procession at the corner of St. James's Street and Piccadilly, says the Times, a middle-aged respectable dressed lady refused to move from a position to which she claimed a title on the strength of long waiting. She refused to be moved even by the persuasion of a mounted policeman, until his well-trained horse, possibly under the impression that a wisp of hay was placed within his reach, began to nibble at her bonnet. This was too much, and the lady promptly moved on.

The Government of India have prescribed a scale of remission of sentences in pursuance of His Majesty's commands published in the Home Department Notification No. 123, dated May 24, 1910, in a Gazette Extraordinary. The scale is based on a consideration of the period of a sentence remaining still to be served, and the amount of remission granted varies from seven days in the case of convicts with from one to three months still to serve to five months in case of men with five years and over still to serve. It applies to all classes of persons undergoing sentence for criminal offences in civil prisons, except the following, which are excluded from the concession:—(1) Criminals who have been convicted more than twice; (2) those whose premature release may for local reasons be prejudicial to the public interest; and (3) those convicted whose original offences were such as to render the concession emanating from the Government to society or to public order whenever he should be restored to liberty, or whose release is likely to occasion a renewal of his faults or other disturbance of the public peace.

[Copyright.]  
THE ANGLO-JAPANESE  
EXHIBITION.DINNER TO VISITING  
JOURNALISTS.

(Independent News Agency's Service  
to the China Mail.)

Tokyo, June 21.  
On Saturday a banquet was given in the gardens of the Anglo-Japanese Exhibition in honour of the Japanese journalists now visiting London. Many prominent public men were present and the speeches were all highly eulogistic of Japan.

## SOCIAL AND PERSONAL.

Mr. Secretary of War Dickens n., with his wife and son, left Washington on June 16, en route to the Philippines. They return to America via Suez.

Mr. Alex. Foreyth-Martin, the chief surveyor of the State railways in Siam, has retired from the service of which he has had charge since 1896. He has had to take this step owing to protracted dysentery. He has been granted a gratuity.

Mr. A. D. Machado, general manager of the United Singapore Rubber Estates, Ltd., and a well-known planter and farmer in Malaya, died at Singapore on June 12. Born at Macao he was held in the highest esteem throughout the Federated Malay States.

As already reported, the Japanese Government has decided to appoint Trade Commissioners for London, New York, Shanghai, and Hongkong. The completion of the regulation of official functions, etc., of the Commissioners having been completed, the appointment will be shortly gazetted. We learn that Mr. Tadahito Kaisha, formerly manager of the Shanghai branch of the Mitsui Bishi and now manager of the Kobe branch of the Tokyo Soko Kaisha, has been nominated for the post of Trade Commissioner in London; Baron Fujimura Goro, Barrister-at-Law, formerly manager of the London branch of the Mitsui Bussan Kaisha, to New York; Mr. Minami Shingo, a councillor of the Mitsui Bussan Kaisha, to Shanghai; and Mr. Takemura Teichiro, manager of the Kobe branch of the Mitsui Bussan Kaisha, to Hongkong. (Japan Chronicle.)

Capt. J. Cresswell Eyres, who succeeds Rear-Admiral Herbert Lyon in the post of Naval Officer in Charge at Hongkong, will hold the appointment with the rank of Commodore, second class. Capt. Eyres was born in 1862, and entered the navy as a cadet in 1874. He was promoted lieutenant with three first class certificates in September, 1882, and commander in December, 1897. He served three years' commission, in the latter rank in the Undaunted on the China Station, 1898-1901, and on returning home was appointed to the Naval Intelligence Department. Promoted captain in June, 1903, he remained at the Admiralty until April 1904, when he was selected for special service as attaché with the Russian fleet in the Far East. In January, 1905, he assumed command of the Sparth in reserve at Chatham, but left her in June, 1907, for the Jupiter, in the Channel fleet. From her he was transferred to the Irresistible, May, 1908, and continued in command of that ship until 5th May, when he was relieved by Capt. Hyde-Smith.

## THE ARKATON APCAR.

Baseless Rumours Denied.

Capt. Thomas, of the Arkatons APCAR, has called on us to contradict the statement regarding the grounding of his ship on Sheep Island, which appeared in our evening contemporary's issue of yesterday; also the statement that the steamer collided with a schooner in the Inland Sea. Both statements he says are absolutely false.

The Arkatons APCAR is now in Taikoo Dock undergoing her annual survey for her Passenger Certificate which was arranged for before she left for the North.

[Copyright.]  
THE CRETAN QUESTION.TURKEY AND GREAT BRITAIN  
ON FRIENDLIEST TERMS.

(Reuter's Service to the China Mail.)  
LONDON, June 21.

Reuter's correspondent at Constantinople says that Rifaat Pasha, speaking in the Chamber, said that Great Britain's attitude towards Turkey was of the most friendly character. It was necessary to repudiate all assertions that were contrivances.

FATAL CYCLONE IN  
"NEW YORK."

(Reuter's Service to the China Mail.)  
LONDON, June 21.

After Mr. Roosevelt had left for Oyster Bay on Saturday a cyclone burst. The holiday-makers' boats were capsized and ten fatalities were recorded from lightning and drowning, while many were injured.

## KIEL REGATTA.

KAISERIN ATTENDS THE  
RACES.

(Reuter's Service to the China Mail.)  
LONDON, June 20.

The Kaiserin has gone to Hamburg to attend the races, proving that the Kaiser's condition is not alarming.

FORTHCOMING BIRTH-  
DAY HONOURS.RECREATION OF ANCIENT  
TITLES.

(Reuter's Service to the China Mail.)  
LONDON, June 20.

It is reported that the King will confer the titles of Prince of Wales and Earl of Chester on the Duke of Cornwall on the occasion of his birthday on June 26th.

IMPECUNIOSITY IN  
PEKING.A NEW FOREIGN LOAN.  
DESIRED.

(Wah Tsai Yat Po's Service.)  
PEKING, June 20.

The Board of Revenue is so hard pressed for money that the President proposes to raise a loan of 10,000,000 taels, to be repaid in ten instalments.

## THE HAGUE TRIBUNAL.

(Wah Tsai Yat Po's Service.)  
PEKING, June 20.

H.E. Luk Ching-cheong, Chinese Minister to the Netherlands, asks that a permanent delegation representing China be appointed to the Hague Arbitration Tribunal.

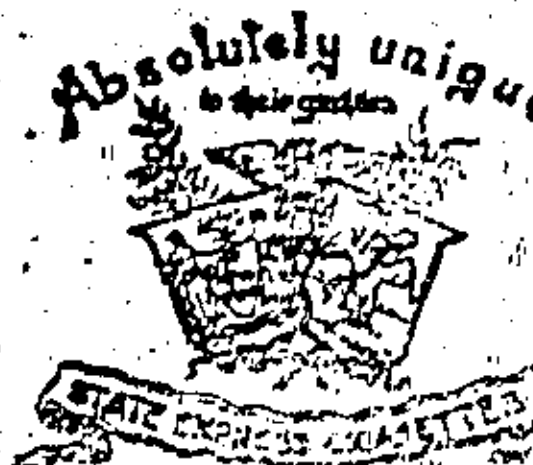
## OPIUM QUESTIONS.

PROHIBITION AND A RIOT.

(Wah Tsai Yat Po's Service.)  
PEKING, June 20.

H.E. Po Fan, Governor of Honan, has memorialized the Throne urging that more stringent measures be taken to enforce the suppression of opium and suggesting that the importation of foreign opium be prohibited.

A riot has taken place in the Hing Yee district of Kweichow prefecture owing to the people refusing to acquiesce in the suppression of opium.



## STATE EXPRESS CIGARETTES.

The Cigarettes of Distinction for Discriminating Smokers.

The mode of manufacture of State Express Cigarettes is perfect from a hygienic standpoint, and is approved of by the Medical Profession. (vide "The Lancet").

State Express Cigarettes and Tobaccos are obtainable from

## H. Price &amp; Co., Ltd.

WINE AND SPIRIT MERCHANTS

12, Queen's Road Central, Hongkong

Telephone No. 135.

Hongkong, June 21, 1910.











## Shipping.

PENINSULAR AND ORIENTAL STEAM  
NAVIGATION COMPANY.HOMEWARD PASSENGER SEASON 1910.  
PROPOSED SAILINGS OF MAIL STEAMERSFOR  
MARSEILLES & LONDON,TAKING PASSENGERS ALSO FOR  
COLOMBO, INDIA, AUSTRALASIA, EGYPT, BRINDISI, &c.  
THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK.

Steamer	Tons	Left	Arriving	Departing	Days
COLOMBO	1,000	June 25	July 1	July 1	1 day
DELTA	1,000	July 1	July 7	July 7	1 day
DELTA	1,000	July 7	July 13	July 13	1 day
DELTA	1,000	July 13	July 19	July 19	1 day
DELTA	1,000	July 19	July 25	July 25	1 day
DELTA	1,000	July 25	Aug 1	Aug 1	1 day
DELTA	1,000	Aug 1	Aug 7	Aug 7	1 day
DELTA	1,000	Aug 7	Aug 13	Aug 13	1 day
DELTA	1,000	Aug 13	Aug 19	Aug 19	1 day
DELTA	1,000	Aug 19	Aug 25	Aug 25	1 day
DELTA	1,000	Aug 25	Sep 1	Sep 1	1 day
DELTA	1,000	Sep 1	Sep 7	Sep 7	1 day
DELTA	1,000	Sep 7	Sep 13	Sep 13	1 day
DELTA	1,000	Sep 13	Sep 19	Sep 19	1 day
DELTA	1,000	Sep 19	Sep 25	Sep 25	1 day
DELTA	1,000	Sep 25	Oct 1	Oct 1	1 day
DELTA	1,000	Oct 1	Oct 7	Oct 7	1 day
DELTA	1,000	Oct 7	Oct 13	Oct 13	1 day
DELTA	1,000	Oct 13	Oct 19	Oct 19	1 day
DELTA	1,000	Oct 19	Oct 25	Oct 25	1 day
DELTA	1,000	Oct 25	Nov 1	Nov 1	1 day
DELTA	1,000	Nov 1	Nov 7	Nov 7	1 day
DELTA	1,000	Nov 7	Nov 13	Nov 13	1 day
DELTA	1,000	Nov 13	Nov 19	Nov 19	1 day
DELTA	1,000	Nov 19	Nov 25	Nov 25	1 day
DELTA	1,000	Nov 25	Dec 1	Dec 1	1 day

Passengers change steamers at Colombo, and those for BRINDISI transfer also to the Express Mail Steamer at Port Said.  
Accommodation in the connecting steamer from Colombo is definitely reserved in Hongkong or at time of booking.Fares to London (including Surtax):  
1st Saloon.....£71.10 Single, £108.14 Return.  
2nd .....£43.3 .....£72.12In addition to the above Mail Steamers the following:-  
INTERMEDIATE (Non-Transit) STEAMERS

Steamer	Tons	Left	Arriving	Departing	Days
COLOMBO	1,000	June 25	July 1	July 1	1 day
DELTA	1,000	July 1	July 7	July 7	1 day
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DELTA	1,000	Nov 13	Nov 19	Nov 19	1 day
DELTA	1,000	Nov 19	Nov 25	Nov 25	1 day
DELTA	1,000	Nov 25	Dec 1	Dec 1	1 day

These steamers call also at Singapore, Penang, Colombo, and at Marseilles.

Fares to London (including Surtax):  
1st Saloon.....£71.10 Single, £108.14 Return.  
2nd .....£43.3 .....£72.12In addition to the above Mail Steamers the following:-  
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DELTA	1,000	Nov 13	Nov 19	Nov 19	1 day
DELTA	1,000	Nov 19	Nov 25	Nov 25	1 day
DELTA	1,000	Nov 25	Dec 1	Dec 1	1 day

For further particulars Apply to  
E. A. HEWITT,  
Superintendent.

## MESSAGERIES MARITIMES

## FRENCH MAIL LINES.

FORTNIGHTLY SERVICE TO AND FROM EUROPE,  
Via SUEZ CANAL.FORTNIGHTLY SERVICE TO AND FROM JAPAN,  
Via SHANGHAI.

For	Steamer	Captain	To Sail
SHANGHAI, KOBE AND YOKOHAMA	TONKIN	CHARBONNEL	June 20, p.m.
MARSEILLES, Via Ports	YARRA	RUSTOCELLI	June 21, at 1 p.m.
SHANGHAI, KOBE AND YOKOHAMA	ERNEST SIMONS	GIBARO	July 4, p.m.
MARSEILLES, Via Ports	ARMAND BEHIC	GUIGNET	July 5, at 1 p.m.

TRANSFERRING on the Co's Steamers at SHANGHAI for BATAVIA, & Colombo for  
CALCUTTA, BOMBAY and AUSTRALIA, at Port Said for the LIVERPOOL, CONNOR-  
STON and BLACK SEA.  
Through Tickets to London, via Paris, from £27.10 up to £71.10, 20 hours  
railway from Marseilles to London. Interpreters meet passengers on their arrival in  
Marseilles.  
For further particulars apply to  
P. THOMAS, Agent,  
QUEEN'S BUILDING.CHINA AND MANILA  
STEAMSHIP COMPANY, LIMITED.

Steamship	Tons	Captain	For	Sailing Date
RUBI	2540	A. Fraser	Manila	SATURDAY, June 25, at Noon.
ZAFIRO	2540	R. Rodgers	Manila	July 9, at Noon.

For Freight or Passage, apply to  
Shewan, Tomes & Co., General Managers.

## Hongkong-New York.

## AMERICAN-ASIATIC STEAMSHIP COMPANY.

FOR NEW YORK, via PORTS AND  
SUEZ CANAL.(With liberty to call at the  
MALABAR COAST)S.S. INDRA SAMBA.....on or about 30th June, 1910.  
For Freight and further information, apply to  
SHEWAN, TOMES & CO.  
General Agents.  
Hongkong, June 11, 1910.

## Shipping

HAMBURG-AMERIKA LINIE,  
HAMBURG.FAST-ASLATIC FREIGHT SERVICE.  
REGULAR SAILINGS FROM JAPAN, CHINA AND PHILIPPINES,  
via STRAITS AND COLOMBO  
To HAVRE, BREMEN AND HAMBURG, AND TO NEW YORK.TAKING Cargo at through Rates to all European, North Continental and British  
Ports, also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean,  
Levantine, Black Sea and Baltic Ports.  
And all North and South American Ports.  
Also via Aden or Far East, by the Company's Arabian and Persian Service to  
Arabian and Persian Gulf Ports.

## NEXT SAILINGS FROM HONGKONG:

Outward	Homeward
For Shanghai, Yokohama & Kobe	For Havre & Hamburg
S.S. MECKLENBURG... 1st July	S.S. SUEVIA... 21st June
S.S. SCANDIA... 14th July	For Rotterdam, Hamburg & Antwerp
S.S. SAXONIA... 28th July	S.S. ARCADIA... 21st June
S.S. SPITZIA... 12th Aug.	For Rotterdam, Hamburg & Antwerp
	S.S. WESTPHALIA... 7th July
	For Rotterdam, Hamburg & Antwerp
	S.S. SITHONIA... middle of July
	For Havre & Hamburg
	S.S. ARABIA... 23rd July

For further Particulars, apply to  
HAMBURG-AMERIKA LINIE, Hongkong OfficeDIRECT ROUTE TO AMERICA.  
GREAT NORTHERN S.S. CO.S.S. 'MINNESOTA',  
28,000 Tons.CAPTAIN T. W. GARLICK.  
VIAMANILA, NAGASAKI, KOBE,  
YOKKAICHI, SHIMIZU and  
YOKOHAMA  
FOR  
SEATTLE.

SAILS FROM HONGKONG ON MONDAY, AUGUST 1ST, AT NOON.

DIRECT connection at Seattle with Great Northern and Northern Pacific Railways  
for all points in the United States and Canada; also with Atlantic Steamship  
Lines for all points in Great Britain and on the Continent. Direct connection at Hong-  
kong for Manila, Straits Settlements, Java, India, London and Paris.  
LUXURIOUS PASSENGER ACCOMMODATIONS—Suites and State-rooms (all  
outside rooms), Music room, Library, Smoking room, Nursery, Laundry, Telephones,  
etc.Trans-Pacific Cabin passengers may travel by rail if desired between ports of  
Yokohama, Kobe and Nagasaki, without extra charge.  
For convenience of coastwise cabin passengers return tickets are interchangeable  
with regular mail lines between Japan, China and Hongkong.For full information regarding freight or passage apply to  
NIPPON YUSEN KAISHA,  
Agents.

Hongkong, March 17, 1910.

## THOS. COOK &amp; SON.

TOURIST, STEAMSHIP & FORWARDING AGENTS  
BANKERS, etc.HEAD OFFICE—LUDGATE CIRCUS, LONDON, E.C.  
TICKETS to EUROPE by the principal STEAMSHIP LINES and TRANS-  
SIBERIAN RAILWAY.  
TOURS arranged to ALL PARTS of the World.  
BAGGAGE collected, forwarded and insured at lowest rates.  
LETTERS of CREDIT and CIRCULAR NOTES ISSUED and CASHED.  
FOREIGN MONIES exchanged.  
OFFICIAL AGENTS for the OBERAMMERGAU PASSION PLAYS  
of 1910.Head Office for the Far East:  
18, DES VUEX ROAD,  
Hongkong.  
Hongkong, April 4, 1908.SHIRE LINE OF STEAMERS,  
LIMITED.

FOR LONDON AND ANTWERP.

THE Steamship  
BRECONSHIRE,  
Captain BARNETT, will be despatched as  
above on or about 22nd inst.  
For Freight or Passage, apply to  
JARDINE, MATHESON & Co., Ltd.,  
Agents.  
Hongkong, June 11, 1910.SHIRE LINE OF STEAMERS,  
LIMITED.FOR LONDON, ROTTERDAM AND  
ANTWERP.THE Steamship  
BRECONSHIRE,  
Captain BARNETT, will be despatched as  
above on or about 22nd inst.  
For Freight or Passage, apply to  
JARDINE, MATHESON & Co., Ltd.,  
Agents.  
Hongkong, June 11, 1910.SHIRE LINE OF STEAMERS,  
LIMITED.

FOR NEW YORK, via SUEZ CANAL.

THE Steamship  
INVERLYDE,  
Captain ALEXANDER, will be despatched as  
above on 25th inst.  
For Freight apply to  
JARDINE, MATHESON & Co., Ltd.,  
Agents.  
Hongkong, June 7, 1910.SHIRE LINE OF STEAMERS,  
LIMITED.

FOR NEW YORK, via SUEZ CANAL.

THE Steamship  
ABACIA, Captain S.  
BARNUM, carrying His Majesty's  
Mails, will be despatched from this  
BOMBAY, &c., on SATURDAY, the 25th  
June, 1910, at Noon, taking Passengers  
and Cargo for the above ports in connection  
with the Company's Steamship Males,  
10,883 tons, from Colombo, Passengers  
accommodation in which vessel is secured  
before departure from Hongkong.  
Silk and Valuable Mail Cargo for France,  
and for London (under guarantee) will be  
transhipped at Colombo into the mail  
steamer proceeding to Marseilles and  
London; other cargo for London, &c., will  
be conveyed via Bombay by the R.M.S.  
Arabia; due in London on the 7th August,  
1910.  
Passes will be received at this Office  
until 4 p.m. the day before sailing. The  
contents and value of all packages are  
required.  
For further Particulars, apply to  
E. A. HEWITT,  
Superintendent.  
Hongkong, June 11, 1910.For further Particulars, apply to  
E. A. HEWITT,  
Superintendent.  
Hongkong, June 11, 1910.

## Shipping

FOR SHANGHAI, KOBE AND MOI

THE Steamship  
JAPANCaptain A. FRASER, will be despatched  
for the above Ports on FRIDAY, the 24th  
inst., at Noon.  
This Steamer has Superior Accommoda-  
tion for Passengers, is installed through-  
out with Electric Light and carries a daily  
curried Doctor.

RETURN TOURS TO JAPAN.

(Occupying 24 days).

Steamers leave about every 3 weeks for  
Shanghai and Kobe, (Inland S-a) return-  
ing via Moji, providing a stay of 5 to 8 days  
in Japan.Return tickets are available by the Indo-  
China Steam Navigation Co.'s Steamers.

Fare for round trip \$130.

For Freight or Passage apply to  
DAVID SASSON & Co., Ltd.,  
Agents.

Hongkong, June 20, 1910.

NOTICES TO CONSIGNEES

NOTICE TO CONSIGNEES.

STEAMER TONKIN.

COMPAGNIE DES MESSEGERIES  
MARITIMES.CONSIGNEES of Cargo from London  
or other Ports, to be delivered at  
Yokohama and Moji, in connection  
with above Steamer are hereby informed  
that their Goods with the exception of  
Opium, Treasure and Valuables, are  
being landed and stored at their risk  
into the hazardous and or extra  
hazardous Godowns of the HONGKONG  
KOWLOON WHARF & GODOWN COMPANY,  
Ltd., at Kowloon, whence delivery may  
be obtained immediately after landing.  
Optional Cargo will be forwarded, on  
condition that it is received from the Con-  
signee before Noon, To-day, requesting  
it to be landed here.  
Bills of Lading will be countersigned by  
the Undersigned, and Goods remaining  
undelivered after the 27th inst., at Noon,  
will be subject to sale and landing charges.  
All claims must be sent in to me on or  
before the 28th June, or they will not be  
recognized.  
All damaged packages will be examined  
on the 27th June, at 3 p.m.  
No Fire Insurance has been effected.  
P. THOMAS,  
Agent.

Hongkong, June 20, 1910.

NOTICES TO CONSIGNEES.

FROM SINGAPORE, PENANG AND  
CALCUTTA.THE Steamship 'Japan' having arrived  
from the above Ports, Consignees  
of Cargo are hereby informed that their  
Goods will be delivered from alongside.  
Cargo impeding the discharge will be  
landed at once at Consignees risk and  
expense. Cargo remaining on board after  
4 p.m. of the 22nd June, will be landed  
at Consignees risk and expense.  
Consignees of cargo from Singapore and  
Penang are requested to take immediate  
delivery of their Goods from alongside.  
Such Cargo impeding the discharge of the  
vessel will be landed and stored at  
Consignees risk and expense.  
No Fire Insurance has been effected.  
Bills of Lading will be countersigned by  
the undersigned.  
DAVID SASSON & Co., Ltd.,  
Agents.

Hongkong, June 20, 1910.

NOTICES TO CONSIGNEES.

IMPERIAL GERMAN MAIL LINE

NORDDEUTSCHER LOYD.

BREMEN.

NOTICE TO CONSIGNEES.

THE Steamship  
ROONHaving arrived, Consignees of cargo are  
hereby informed that their Goods, with the  
exception of Opium, Treasure and Valua-  
bles, are being landed and stored at their  
risk into the hazardous and or extra  
hazardous Godowns of the Hongkong and  
Kowloon Wharf and Godown Company,  
Limited, Kowloon and West Point Godowns,  
whence delivery may be obtained.  
No claims will be admitted after the  
Goods have left the Godowns, and all goods  
remaining undelivered after the 22nd of  
June will be subject to sale.  
All Broken, Chafed, and Damaged Goods  
are to be left in the Godowns, where they  
will be examined on the 22nd of June, at  
9.30 a.m.  
All claims must reach us before the 28th  
of June, 1910, or they will not be re-  
cognized.  
No Fire Insurance will be effected.  
Bills of Lading will be countersigned by  
the undersigned.  
This Steamer brings Cargo:  
Ex s.s. 'Therapia' from Smyrna.  
NORDDEUTSCHER LOYD,  
MELBOURNE & CO.,  
General Agents.

Hongkong, June 15, 1910.

FROM EUROPE

THE M.A.L. Steamship  
KOWLOONCaptain ERNST, having arrived, Con-  
signees of Cargo are hereby informed that  
their goods are being landed and placed at  
their risk in the hazardous and or extra-  
hazardous Godowns of the Hongkong &  
Kowloon Wharf and Godown Company,  
Limited, whence delivery may be obtained  
against Bills of Lading countersigned by  
the Undersigned.  
Optional Cargo will be forwarded unless  
notice to the contrary be given before  
Tea.  
All claims must be presented within ten  
days of the steamer's arrival here, after  
which date they cannot be recognized.  
No claims will be admitted after the  
Goods have left the Godowns, and all Goods  
remaining undelivered after the 21st inst.  
will be subject to sale.  
All Broken, chafed and damaged Goods  
must be left in the Godowns where they  
will be examined on the 21st inst., at  
7 p.m.  
No Fire Insurance will be effected by us  
in any case whatever.  
This steamer brings on cargo:  
Ex s.s. 'Soyfi' from Gt. Subal.  
Ex s.s. 'Norge' from Gt. Subal.  
HAMBURG-AMERIKA LINIE,  
Hongkong Office.

Hongkong, June 15, 1910.

## SOUTH MANCHURIA RAILWAY

SHORTEST AND QUICKEST ROUTE BETWEEN  
THE FAR EAST AND EUROPE  
VIA DAIREN.

## SUMMER SCHEDULE.

(Effective from May 1, 1910).

THREE WEEKLY EXPRESS TRAIN SERVICE, composed of excellently  
equipped Sleeping, Dining and 1st Class Cars, operated between Dairen and Changhai  
in connection with the Trans-Siberian Express Trains and with Dairen-Shanghai  
Direct Steamer Service by the S.S. 'Kama Maru' and 'Sakiko Maru' (each 2,877 tons)  
as follows:-

NORTH-BOUND.				SOUTH-BOUND.			
Station		Time		Station		Time	
Shanghai (Steamer)	.....Lv.			Dairen (Steamer)	.....Lv.		
Dairen (Train)	.....Lv.	1.00 p.m.		Mukden (Train)	.....Lv.	1.00 p.m.	
Mukden (Train)	.....Lv.	1.04 p.m.		Changhai (Train)	.....Lv.	1.04 p.m.	
Changhai (Train)	.....Lv.	1.08 p.m.		Shanghai (Train)	.....Lv.	1.08 p.m.	
Shanghai (Train)	.....Lv.	1.10 a.m.		Dairen (Train)	.....Lv.	1.10 a.m.	
Dairen (Train)	.....Lv.	8.20 p.m.		Mukden (Train)	.....Lv.	8.20 p.m.	
Mukden (Train)	.....Lv.	8.20 p.m.		Changhai (Train)	.....Lv.	8.20 p.m.	
Changhai (Train)	.....Lv.	8.20 p.m.		Shanghai (Train)	.....Lv.	8.20 p.m.	
Shanghai (Train)	.....Lv.	8.20 p.m.		Dairen (Train)	.....Lv.	8.20 p.m.	



Favourite Cigarette

among

Connoisseurs

\$3.00 per Box of 100.

KRUSE & Co.



WEATHER REPORT.

The following notice is issued from the Hongkong Observatory:— On the 21st at 12.10 p.m.—The barometer has risen moderately in Whidowood and over the N.E. coast of China, and fallen slightly elsewhere. The depression remains over the N.E. part of the Sea of Japan, and the high pressure still extends Westwards from the Bonins towards the S.E. coast of China. Pressure is relatively low over the middle part of the China Sea. Moderate S.E. and E. winds may be expected in the Formosa Channel and along the S. coast of China. Hongkong rainfall for the 24 hours ending at 10 a.m. to-day, 0.06 inches. Forecast for the 24 hours ending at noon to-morrow:— 1.—Hongkong and Neighbourhood: S.E. and E. winds, moderate; fair. 2.—Formosa Channel: S.E. winds, moderate. 3.—South coast of China between Hongkong and Lamook: Same as No. 1. 4.—South coast of China between Hongkong and Hainan: Same as No. 1.

To-day's Advertisements

Public Works Department. Hongkong, June 21, 1910. 782

Public Auction. The Underigned have received instructions to Sell by Public Auction, for account of the Government, TO-MORROW (WEDNESDAY), the 22nd June, 1910, at 11 a.m., at their Sales Room, No. 8, Des Voeux Road, corner of Ice House Street,— A QUANTITY of MISCELLANEOUS ARTICLES, Comprising:— Silk Plush and Velvet, Pants, Vests, Boots and Shoes, &c., &c. A number of Light Trolley Bikes and Iron Bars. TERMS.—As usual. HUGHES & HUGHES, Auctioneers. Hongkong, June 21, 1910. 784

A National Wine of Portugal SUPERIOR VINHO TINTO AT \$6.00 per Case CAN BE HAD AT— H. RUTTONJEE & SON, WINE & SPIRIT MERCHANTS. Hongkong, May 19, 1910. NORDDEUTSCHER LLOYD, BREMEN. NOTICE. FOR KUDAT & SANDAKAN. Taking Cargo at Through Rates to TAWAU, LAHAD DATU, LABUAN, JOLO & MENADO.

To-day's Advertisements

HONGKONG WATER POLO ASSOCIATION. ENTRIES for the ANNUAL SHIELD COMPETITION close on 26th June, at 9.00 a.m. Any Club, Regiment or Corps desiring to enter must notify the Sec., c/o V.R.C., enclosing entrance fee of \$5, and stating name of its representative on the Management Committee. Hongkong, June 21, 1910. 783

VICTORIA RECREATION CLUB. THE ANNUAL GENERAL MEETING will be held in the Gymnasium of the Club on TUESDAY, the 22nd instant, at 5.45 p.m., for the purpose of considering and passing the Annual Report and Statement of Account for 1909. R. L. BRIDGER, Acting Hon. Secretary. Hongkong, June 21, 1910. 781

FOR SINGAPORE, PENANG AND CALCUTTA. Taking Cargo on through Bills of Lading to Rangoon, Madras and Mauritius. THE Steamship ARRATON APOIR, Capt. W.D.A. Thomas, will be despatched for the above ports on SATURDAY, the 25th inst., at 3 p.m. For Freight or Passage, apply to D. SASSOON & CO., Ltd., Agents. Hongkong, June 21, 1910. 788

THE AMERICAN AND ORIENTAL LINE. FOR BOSTON & NEW YORK (With Liberty to Call at the Malabar Coast). THE Steamship WYNERIC, will be despatched for the above ports on WEDNESDAY, the 13th July, 1910. For Freight apply to ARNOLD, KARBURG & CO. Agents. Hongkong, June 21, 1910. 785

EXCHANGE. Hongkong, June 21, 1910. On London:— On demand, ... 100/00 On 30 days sight, ... 100/00 On 60 days sight, ... 100/00 On 90 days sight, ... 100/00 On 120 days sight, ... 100/00 On 150 days sight, ... 100/00 On 180 days sight, ... 100/00 On 210 days sight, ... 100/00 On 240 days sight, ... 100/00 On 270 days sight, ... 100/00 On 300 days sight, ... 100/00 On 330 days sight, ... 100/00 On 360 days sight, ... 100/00 On 390 days sight, ... 100/00 On 420 days sight, ... 100/00 On 450 days sight, ... 100/00 On 480 days sight, ... 100/00 On 510 days sight, ... 100/00 On 540 days sight, ... 100/00 On 570 days sight, ... 100/00 On 600 days sight, ... 100/00 On 630 days sight, ... 100/00 On 660 days sight, ... 100/00 On 690 days sight, ... 100/00 On 720 days sight, ... 100/00 On 750 days sight, ... 100/00 On 780 days sight, ... 100/00 On 810 days sight, ... 100/00 On 840 days sight, ... 100/00 On 870 days sight, ... 100/00 On 900 days sight, ... 100/00 On 930 days sight, ... 100/00 On 960 days sight, ... 100/00 On 990 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On 18120 days sight, ... 100/00 On 18150 days sight, ... 100/00 On 18180 days sight, ... 100/00 On 18210 days sight, ... 100/00 On 18240 days sight, ... 100/00 On 18270 days sight, ... 100/00 On 18300 days sight, ... 100/00 On 18330 days sight, ... 100/00 On 18360 days sight, ... 100/00 On 18390 days sight, ... 100/00 On 18420 days sight, ... 100/00 On 18450 days sight, ... 100/00 On 18480 days sight, ... 100/00 On 18510 days sight, ... 100/00 On 18540 days sight, ... 100/00 On 18570 days sight, ... 100/00 On 18600 days sight, ... 100/00 On 18630 days sight, ... 100/00 On 18660 days sight, ... 100/00 On 18690 days sight, ... 100/00 On